

# **Seattle Light Rail Review Panel**

## ***DRAFT* Meeting Notes for September 21, 2004**

### **Agenda Items**

- Sound Transit Update
- Othello Triangle Modifications
- Downtown Seattle Transit Tunnel Station Entry Signage & Station Marker Design Update

#### **Commissioners Present**

- Pam Beyette
- Tory Laughlin-Taylor
- David Spiker

#### **Public**

- Stephen Antupt, SHA

#### **Staff and Presenters**

- Debora Ashland, Sound Transit
- Scott Daniels, Sound Transit
- Dean Gregory, Murase
- Ken Robertson, Sound Transit
- Lisa Rutzick, CityDesign
- Wilma Stordahl, CityDesign

### **LRRP Business**

Staff reports that many new members will be joining the Panel and that a new Chair will need to be elected once we have the Panel fully intact. The meeting began with introductions all around.

### **Sound Transit Update**

*Debora Ashland, Sound Transit*

Sound Transit is celebrating its fifth year anniversary with over 30 million riders thus far. Link Light Rail is under construction. The tactile wayfinding pavers, ordered under a separate contract, are expected to arrive next month. The art pattern will be applied once the order is received. The yellow truncated dome pavers are in fabrication. Lander Street Station and Rainier Valley construction activities are anticipated in the next phase of construction. The bid for the informational systems (C AO3) has been submitted including the OCS poles and installation with artist enhancement. The contractor for the Pine Street underground work has been selected (Balfour and Beatty) and work is underway. The contractor for the E3 Busway (C700) and maintenance base have been selected (Kiewit) and pile-driving work has begun at the base. The Beacon Hill tunnel work is underway as is the underground utility work in Rainier Valley beginning with the sidewalk improvements, so those will be in place during the construction period. The City of Tukwila just approved the use permit for an aerial segment. A feasibility study of the Airport Link is underway to determine the financial and timeline issues to allow this link to open by 2009/2010 with the remainder of the system. On October 5<sup>th</sup>, ZGF was awarded the preliminary design work (up to 30%) for the North Link stations focusing on station location and configuration. The sub-consultant team includes several other design firms such as Hewitt, Nakano, Karen Keist and VIA Suzuki.

### **Othello Triangle Modifications**

*Debora Ashland, Sound Transit*

*Ken Robertson, Sound Transit*

*Dean Gregory, Murase Associates*

### **Background and Proposal:**

Debora provides some history to the Othello Triangle design, which was originally completed by Arai Jackson as a landscaped area. The developer for a proposed development on the abutting property contacted Sound Transit to see if perhaps the landscaped area might evolve into a hardscape design to better accommodate retail along the frontage of the triangle. Sound Transit is working with the abutting development to redesign the triangle and submit a change order to the contractor.

Ken Robertson explains that several projects located near capital projects are contacting the agency to collaborate their design work. Due to the proposed development of the abutting site, as well as the “Othello Station” mixed use development across the street, Sound Transit is interested in creating a space that better accommodates pedestrian circulation, integrates well with development and preserves the planned art installation.

Den Gregory describes the hardscape design for the Othello plaza, which includes three planting beds configured to reinforce the arc shape reflective of the wave pattern found throughout the system. The plant palette includes grasses, ground cover, seasonal interest and evergreens. The pavers further reflect the arc shape creating a wave shape on the plaza. August Asberry has designed a series of “Dancing Ladies” sculptures to be installed in the planter beds, which are flush to the ground. There are eight ladies in total and grouped into two group of three ladies and one group of two ladies. The sculptures are made of very thin metal and are likely to stand approximately eight feet high. In order to prevent visual competition with the sculptures, the seating previously seen on the triangle has been removed.

**Discussion:**

- Tory offers a disclaimer that she is working with the development team for the proposed development of the abutting site.

## **Downtown Seattle Transit Tunnel Station Entry Signage & Station Marker Design Update**

Staff note: I have not been able to locate the staff notes from this portion of the meeting to add to these meeting minutes.